

IN THE CLAIMS:

The following is a complete listing of the claims. Please amend the claims as follows:

1. – 11. **(Cancelled)**.

12. **(Original)** An engine mounting system for use in rotorcraft having a rotor, a pylon assembly, a transmission coupled to the pylon assembly, and an engine, the engine mounting system comprising:

a forward mount for coupling the engine to the transmission, the forward mount having selected physical characteristics and comprising:

an annular base portion configured for coupling to the engine, the annular base portion having a first outside diameter;

an annular top portion configured for coupling to the transmission; and

an annular flexure region disposed between the annular base portion and the annular top portion, the annular flexure region comprising:

a first part having a second outside diameter that is less than the first outside diameter; and

a second part forming a transition in outside diameter between the second outside diameter and the first outside diameter; and

an aft mount for coupling the engine to the pylon assembly;

wherein the forward mount is configured, such that the contribution from the engine to the dynamic response of the engine mounting system is determined by the selected physical characteristics of the flexure region

~~wherein the contribution from the engine to the dynamic response of the rotorcraft is determined by selectively tailoring the physical characteristics of the forward mount.~~

13. **(Cancelled)**.

14. **(Original)** The engine mounting system according to claim 12, wherein the forward mount defines a housing for an engine torquemeter.

15. **(Currently Amended)** The engine mounting system according to claim 12, wherein the ~~forward mount is configured in the shape of a chalice~~ annular flexure region further comprises:

a selected slope in the second part forming the transition between the first and second outside diameters; and

a wall thickness of the annular forward mount.

16. **(Currently Amended)** An engine mounting system for use in rotorcraft having a rotor, a pylon assembly, a transmission coupled to the pylon assembly, and an engine having a longitudinal axis, the engine mounting system comprising:

a forward mount for coupling the engine to the transmission; and

an aft mount for coupling the engine to the pylon assembly;

wherein only the forward mount reacts torque, thereby eliminating torsional redundancy from the engine mounting system, such that torque from the rotor is prevented from being induced into the engine by the aft mount.

17. **(Original)** The engine mounting system according to claim 16, wherein the aft mount is a bipod disposed in a plane generally transverse to the longitudinal axis of the engine.

18. **(Currently Amended)** The engine mounting system according to claim 16, wherein the aft mount comprises:

at least one pylon mounting bracket disposed on the pylon assembly;

at least one engine mounting bracket disposed on the engine;

a plurality of rigid links, each link being pivotally coupled to both the pylon mounting bracket, and being disposed in a plane generally transverse to the longitudinal axis of the engine and the engine mounting bracket, such that the links form a focal point located near the longitudinal axis of the engine.

19. **(Previously Presented)** The engine mounting system according to claim 16, wherein the aft mount is attached to the pylon assembly at two points and pivotally attached to the engine at one point, such that the aft mount forms a bipod assembly disposed in a plane generally transverse to the longitudinal axis of the engine.